
January 2015 Roosevelt Way NE Paving Safety Improvements Drop-in Sessions

Meeting Summary

Seattle Department of Transportation

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Overview

On January 20, 21 and 22 the Seattle Department of Transportation (SDOT) held drop-in Session to gather public feedback on safety improvements that were part of the paving project along Roosevelt Way NE.

Comments along with technical analysis will be considered in implementing the recommended traffic safety improvements. Approximately 36 comment forms were gathered during at that session:

- 72% of attendants who provided written comments (26 comment forms) expressed strong support in favor of the safety improvements being added to the scope of the paving project.
- 22% of attendants who provided written comments (8 comment forms) offered suggestions and other ideas for additional changes.
- 6% of attendants who provided written comments (2 comment forms) expressed concerns about the loss of parking in front of businesses.

In general, people supported the idea of making biking easier and safer. However, some business representatives vocalized concern about on-street parking reductions. A few people also mentioned concern over bus stops being farther apart and the challenge this created to those who can't walk far.

Comment Summary

The main themes across the comment forms include:

- Concerns for bicyclists' safety, risk of injuries and close calls from not having enough dedicated protected bike lanes across Seattle
- The immediate need for a protected bike lane along Roosevelt Way NE
- The desire to extend the protected bike lane all the way to NE 65th St
- The uncomfortable feeling of not being able to bike with kids along Roosevelt Way NE under current conditions
- The appropriate use of city resources from the paving project to maximize benefits for everyone
- Improved traffic flow and opportunities to commute downtown in a safer environment
- Concerns for how the protected bike lane will merge at the University Bridge
- Concerns for the loss of parking
- Desires to facilitate access to transit facilities such as bus stops and repaving certain sections of sidewalk for improved pedestrian access
- Opportunity that safety improvements will bring to connect to other streets

Appendix A: Raw Data

Below is a summary of the comments forms received during the drop-in session.

1. Frequent businesses on Roosevelt by bike. Live in Phinney. Thank you for moving ahead on this important (crucial) safety improvement! We need these as fast as you can build them.
2. I enthusiastically applaud and support the PBL! And all efforts to support multiple modes including walking. Thank you for extending N to 65th! I know you are aware of these, but I will mention 2 concerns:
 - a. The pedestrian/bus load and bike lane conflict potential
 - b. Connecting the protected bike lane to east/west routes to UW (right before bridge)
3. Thank you for committing to build the protected bike lane from 65th to Furman! I'm open to having parking in the right side travel lane during off peak hours. At 45th St. I'd love to see a marked pedestrian waiting area near both of the triangular traffic islands.
4. I'm very excited about this project! It is definitely one of those roads that I feared my safety heading southbound towards U bridge. I am very supportive of having a protected bike lane and being mindful of how this will work with bus facilities. Be especially careful around the bridge. That pinch point deserves care. Slow people down and be clear for all modes how to proceed. Excited to stay tuned about how this connects to Ravenna, 65th and Campus Parkway.
5. Less chance for doorings please. I have to be hyper alert biking next to parked cars. I am happy to see more buffer room. Thank you.
6. Way to go. Thank you for extending the protected bike lane all the way north to 65th St NE. This is critical for people of all comfort levels to reach Roosevelt businesses on bike. Please consider bike/pedestrian fixes for the intersection of Roosevelt and Campus Parkway (N. End of the U-bridge) next. It is inexcusable that there is no sidewalk connection Roosevelt on the eastside of this corridor. Thanks for the great work!
7. As it stands today, Roosevelt is a dangerous place for bikes. In order to encourage alternative transportation, we must offer alternatives that are safe, i.e. protected bike lane. There are few retail businesses between 45th and 65th on Roosevelt which will suffer from the minor loss of parking and alternative is the only viable future for Seattle. The lack of a protected bike lane on this stretch keeps many from cycling, me among them.
8. Expansion to 65th – yes! Please coordinate with any Metro plans regarding bus layover at the light rail station.
9. I support the bike lane on Roosevelt NE.
10. Thank you so much for adding the protected bike lane and in-lane bus stops! It has been wonderful seeing SDOT accept and use public input on this project! Please consider studying traffic during construction when only one lane is in use for consideration of future road diet.
11. Thank you SDOT for doing this project! While it doesn't address the whole corridor, such as the approach to the University Bridge or Eastlake Avenue, this is a fantastic start. I encourage you to consider as wide of a bike lane as possible. There are a variety of speeds of bikes and they need space to navigate each other. Also, please be very careful to design intersections that are as safe for bicyclist as possible. Go SDOT!

12. I hope that this is the first step in creating protected bike lanes from the CBD-UW-Northgate in both directions. Please perform a traffic study on the effects of necking Roosevelt down to one lane during non-peak hours.
13. Thank you for revising the repaving plans as design progressed responding to input. Finding sidewalk repair funding, installing in line bus stops and providing a protected bike facility truly provides a "complete street".
14. We need a Roosevelt that is safe for everyone. Thank you for these improvements.
15. I'm looking forward to the bike lane up to 65th! Thank you for pushing it that far north. The neighborhood and community will be much safer and more accessible with it!
16. Sooner the better for the bike path! It's great to have a dedicated lane right to the bridge without crossing east or west.
17. I love it! A safer Roosevelt Way is so needed.
18. As a bicyclist, I am particularly interested in design improvements to the lane from 40th NE merging into U Bridge so bicyclists, especially those going southbound on Roosevelt are safer.
19. I ride Roosevelt at least 5 days a week to my job downtown. I totally support and applaud this project. The current bike lane is scary, especially south of 45th. What provisions will the protected lane have to draw attention to if for drivers pulling out from crossing streets?
20. I cycle from 98105 to downtown/work every day. Having just cycled down Roosevelt I believe a protected bike lane is the only way to ensure safety of cyclists and pedestrians and increase the number of cyclist/bike trips down this road. As it is we are too close to traffic and traffic is unpredictable. Also the bike lane must go all the way to 65th (if not further) as the 65th/Roosevelt area is a source/destination with many trips originating or ending there. Add to this the eventual light rail station. We must take this opportunity to link the station with point south along Roosevelt, over the bridge and to downtown. This would be an excellent start to a PBL all the way down Eastlake and Downtown. Thanks and let's do this!!
21. We really need protected bicycle lanes for the safety and well-being of all. Improvements on Roosevelt between NE 65th and University Bridge are overdue. I am a driver, cyclist and pedestrian and I have seen many dangerous situations. Also, for traffic flow I believe things would be smoother with separate lanes for bicycles and better marked crosswalks. I am willing to get by with less parking even though I am a regular driver. Setting up protected bike lanes now is easier than waiting until things/traffic gets even busier.
22. So impressed at how the city is using this paving project to accomplish transit, bike, and pedestrian goals. This is a win, win, win. I have also been impressed with how SDOT has worked with businesses on the stretch with temporary bike lanes to meet loading and access needs. Excellent Work!!!
23. I am a fan of this project. Commuting to UW, I've had numerous close calls on Roosevelt and have felt uncomfortable even as a confident cyclist. There's no way I'd feel comfortable having kids or less confident people ride on Roosevelt as is, but it's a vital connection between several neighborhoods (a safe bike connection doesn't exist currently).
24. Great idea that is much needed. More protected bike lanes!

25. I'm very pro protected bike lanes. I am a resident parent who rides Roosevelt daily with a child going to school, and a potential business owner (looking for space in Roosevelt area). Safety and future use should always trump parking and desire to "maintain existing character" of neighborhood. I'd like SDOT to make an effort to reach out to potential new businesses – i.e. looking for space and happy to take a hair/nail saloon's spot when they decide limited parking is not good for their business (that may be built on easy access and free/cheap parking)!
26. I am very concerned about the safety of cyclists in Seattle. Due to the climate and poor visibility I have seen multiple injuries that occur due to accidents with cars and cyclists. I strongly advocate for a protected bike lane. There is not very much retail north of 45th Ave on Roosevelt which does not have its own designated parking area. I am happy to discuss further if needed.
27. I like the intention for a separated bike lane on Roosevelt. I am concerned about the use of street real estate.
 - a. 4 feet of unused space for a buffer (can we use less, and devote some to other purposes? can we use some of it for bike parking?)
 - b. Do we really need 7' wide bike lane? How might we better use some of this real estate? (I am a cyclist)
 - c. Can we widen the sidewalks with some of this real estate, in a manner that doesn't exorbitantly add to the costs? (e.g. use drainage techniques that don't require replacing/moving existing sewer drains)
 - d. I'm also concerned about how Metro passengers exiting the bus can be discouraged from stepping into the bike lane, as happens on Dexter.
28. Would like to see controlled intersection at 42nd that protects bicyclists from getting "right hooked" by cars turning right on 42nd to get to I-5 express lane.
29. The presented materials don't do a very good job at illustrating the positives of the proposed changes. Renderings and photos of similar projects would be good! You should do a 2 way bike lane!
30. Address bike and vehicle mixing from NE 40th/Campus Parky on-ramp to SB University Bridge will operate. Extremely dangerous for bikes.
31. Sidewalk repair – support for full funding –dedicated transit lane all day – coordinate buffer and repaving and transit studies – obstructions on sidewalk – sensitive with a lane – NW corner of 63rd and Roosevelt – tree pit with no tree. Minimize sidewalk impacts during construction. Need better consistency on sidewalk and street furniture.
32. I think along with this, there should be some improvement after the bridge (south) for Harvard Ave E. It is really hard to make the left turn at Broadway to continue down south to Interlaken, etc. Stop signs, speed reduction strategies and devices would be really helpful for cyclists in such steep hill to make it easier to navigate. Also in the future I think it would be great to protect or make it buffered the east side of Harvard because is a bike lane right next to the door zone and is all downhill so cyclists are at great risk. Thank you.
33. We will be moving to Roosevelt in spring 2016. We had anticipated a load zone for customers in front of the food bank so they could carry their groceries to their cars easily. With the loss of parking on the west, I fear customers will carry their groceries mid-block across the street

between cars and traffic. We will have delivery trucks backing into food bank for deliveries. Please arrange signage on bike lane and barrier on the protected bike lane to allow for this to be done safely. Thanks.

34. Garbage bins/containers blocking sidewalk, enforce! Maintain pedestrian access – no sandwich boards in sidewalk.
35. The plan favors bicyclists at the expense of everyone else: the 2% over the 98%. Bus riders have to cross a lane of speeding cyclists and many wait in the cycle lane as targets. Merchants lose a lane for loading and parking. It will hurt a major business street. The handicapped lose the ability to park on the street in front of the business. Instead they'll have to park in those private lots, where available, or go elsewhere. The city still plans a streetcar on Roosevelt Way. The plan needs to erase that proposal. A streetcar and cycle track will choke the street for travel by the general public. The plan needs more public input. "Consolidating bus stops" is "metro speak" for ending many and making riders walk further in Seattle's rains to catch a bus. It reduces service to passengers.
36. As much as we support bike lanes, it seems no consideration of parking is taken into account. Our employees already have little access to all-day parking; the city won't give us even 2 residential zone permits. Now there will be no all-day parking and even harder parking for our patients who at times have to drive around and around now for a spot. This already affects our business. What are we supposed to do? The city isn't building a city garage? There are no private lots – foresight? Buses are cut, but we are not supposed to drive... I can't bike from shoreline. We were already working at moving locations – maybe another empty storefront on Roosevelt.